

## ADVERTISEMENT

Be a Joy-Walker,  
"Get-It" for Corns

2 Drops / 2 Seconds—Corns are Doomed!  
When you almost die with your  
shoes on and corns make you almost  
walk sideways to get away from the  
pain, make a vacation for a minute or  
two and apply 2 or 3 drops of the



"My Corns Feel Clean Off, With 'Get-It'!"

world's magic and only genuine corn-  
peeler, "Get-It." Then, and then  
only, will you be sure that your corn  
will loosen from your toe so that you  
can peel it right off gloriously easy  
with your fingers. Take no chances  
of continued pain and soreness—why  
use greasy, irritating salves, plasters  
that shift and press into the "quick,"  
resins and "diggers" that make corns  
bleed and also grow faster! Use pain-  
less, easy, always sure "Get-It."  
There's only one like it in the world—  
that's "Get-It." Millions have tried  
and O. K.'d it for years. It never fails.  
"Get-It," the guaranteed, money-  
back corn-remover, the only sure way,  
costs but a trifle at any drug store.  
Mfg. by E. Lawrence & Co., Chicago.  
Sole in Washington and recom-  
mended as the world's best corn rem-  
edy by O'Donnell's Drug Store, Peo-  
ple's Drug Store, and Affleck's Drug  
Store.

3% ON SAVINGS  
ACCOUNTS  
Union Savings Bank

OLDEST SAVINGS BANK  
IN WASHINGTON  
Walter E. Cooper, President  
716 Fourteenth Street



"There's One  
Near You"

"There's One  
Near You"

## New Store Hours for Saturday

Because of the enormous difficulty in securing the right kind of help, due to the labor situation at this time, we are compelled to close our stores on Saturday at 8 P. M.

Therefore we suggest to our many customers that they co-operate with us by doing their shopping on Friday, or as early on Saturday as possible.

It is a positive fact that we do more business on Saturday than on the first three days of the week.

We earnestly hope that you will endeavor to help us in every way to

Economically Distribute  
Food Stuffs.

## WANTED PAPER BALERS

Who has one or more to  
give, loan or sell at  
patriotic prices?

THE SALVAGE DEPARTMENT of the RED CROSS is greatly in need of second-hand Paper Balers. As every Fire Engine House in the District of Columbia is a Red Cross Salvage Station for waste paper of every description, and as the paper is accumulating very rapidly, it is necessary that it be baled immediately to make room for more.

The firemen will do the baling  
if we furnish them the balers  
**RED CROSS SALVAGE DEPOT**

Mrs. John Allan Dougherty, Chairman  
Phone— Delaware Ave. & C St. N. E.  
Lincoln 1731-J (Old No. 3 Fire Engine House)

## URGES SLAV UNITY AGAINST TEUTONS

Triple alliance of Poland, the Czechoslovaks and Jugo-Slavia for a united stand against Germany and Austria was held possible here today by Dr. Thomas G. Masaryk, chairman of the Czechoslovak National Council and commander-in-chief of the Czechoslovak forces in Siberia, France, and Italy.

President Wilson today received Prof. Masaryk and a committee representing Czechoslovaks living in the United States. The visitors presented the President with engrossed resolutions of gratitude, adopted at the recent convention of the Czechoslovaks in New York.

Dr. Masaryk pointed out in a United Press interview that essentially the three great, oppressed nationalities have common grievances against Austria-Hungary, and that it is to their mutual advantage to lend every assistance in bringing victory to the entente that Germany may be beaten and the Hapsburgs overthrown.

He also indicated that the geographical relationship of the Poles, Czechoslovaks, and Jugo-Slavs, as well as the common bonds of sympathy, will make close co-operation highly important. This co-operation will form a solid barrier, he indicated, against German aggression in Russia and the Balkans, and will prevent a possible restoration of the Austrian imperial scheme defeated and the Hapsburg dynasty abolished.

Unity of aims of the three peoples has been noticed by diplomats and officials here for some time. This unity has become plainer recently with the sympathy of the Czechoslovaks on behalf of the struggle of the Jugo-Slavs and the Poles for the entente recognition already granted the Czechoslovaks. Aside from the political significance of the proposed union, is the important matter of after-the-war trade.

# Ex-President Taft and Hon. Frank P. Walsh

Joint Chairmen of the National War Labor Board

## Recommend That Washington Street Car Fares Be Increased

Sufficiently to Meet Additional Costs Due to War-Time Conditions

### NATIONAL WAR LABOR BOARD WASHINGTON

Sept. 11, 1918.

"To the Honorable Public Utilities Commission of the District of Columbia.

"Gentlemen:

We beg herewith to transmit two communications from the Washington Railway and Electric Company to our board. These communications show that in deference to our ruling as arbitrators under the National War Labor Board, this company, which now pays its men rates per hour varying from 32 cents to 38 cents on a scale effective June 21, 1918, which itself was an increase from a rate of 24 cents to 30 cents an hour, has increased its rates to accord with our rulings in the Chicago, Detroit and Cleveland cases to a rate varying from 43 cents to 48 cents an hour.

"That this will involve a very large increase in the operating cost is shown by the figures submitted by the company, and, indeed, goes without saying.

"We feel that as this result has been attained by an acquiescence by this company in our rulings in other cases, this company is entitled to the recommendation to your board which we gave to the street railway companies of Chicago, Detroit and Cleveland, as follows:

"We have recommended to the President that special Congressional legislation be enacted to enable some executive agency of the Federal Government to consider the very perilous financial condition of this and other electric street railways of the country and to raise fares in each case in which the circumstances require it. We believe it to be a war necessity justifying Federal interference. Should this be deemed unwise, however, we urge upon the local authorities and the people of the locality the pressing need for such an increase adequate to meet the added cost of operation.

"This is not a question turning on the history of the relations between the local street railways and the municipalities in which they operate. The just claim for an increase in fares does not rest upon any right to a dividend upon capital long invested in the enterprise.

"The increase in fare must be given because of the immediate pressure for money receipts now to keep the street railways running so that they may meet the local and national demand for their service. Over-capitalization, corrupt methods, exorbitant dividends in the past are not relevant to the question of policy in the present exigency.

"In justice, the public should pay an adequate war compensation for a service which cannot be rendered except for war prices. The credit of these companies in floating bonds is gone. Their ability to borrow on short notes is most limited.

"In the face of added expenses which this and other awards of need and fair compensation to their employees will involve, such credit will completely disappear. Bankruptcy, receiverships and demoralization with failure of service must be the result. Hence our urgent recommendation on this head."

"Respectfully submitted,

"WILLIAM H. TAFT." } Chairmen and Arbitrators.  
"FRANK P. WALSH."

The above letter of recommendation is in reply to our letters of Sept. 10th and 11th (which are reproduced below) in which we stated exactly our position, showing the imperative need for immediate relief.

### WASHINGTON RAILWAY AND ELECTRIC COMPANY 14TH AND C STREETS NORTHWEST WASHINGTON, D. C.

September 10, 1918.

Honorable Wm. H. Taft,  
Honorable Frank P. Walsh,  
Joint Chairmen, National War Labor Board,  
Washington, D. C.

Gentlemen:

This company received recently from its conductors and motormen a demand for an advance in their wage scale to the limits fixed by your honorable board in its findings in the Cleveland, Chicago, Buffalo, and Detroit cases, to wit— from 43 cents to 48 cents per hour.

They urged that they were entitled to these increases because the same conditions and principles recognized by you in those awards as justifying them applied to their case and because the cost of living in Washington is equal to that in any of the cities named.

We were impressed with the force of these contentions and especially the need of acting promptly, fully realizing our peculiar obligations to do everything within our power to maintain unimpaired car service in the capital of the nation at this time. We therefore assented to the advance, which will be made effective September 12 and will continue for the period of the war, notwithstanding the fact that our income under the present rate of five cents or six tickets for twenty-five cents is wholly insufficient to enable us to meet it from current earnings. This will necessitate immediate application on our part to the Public Utilities Commission of the District of Columbia for relief through an advance of fares.

While this action on our part in granting said increase of wages was in a sense voluntary, yet in a larger sense it was in imperative consequence of the action of your board in the cases mentioned if our organization was to be kept intact.

We therefore feel, because of the precedents thus established by you and the practical necessity of conforming thereto in the public interest, that in our intended application to the rate making authorities of the District of Columbia and before the public we should have the benefit of your approval of our action and recommendations similar to those made by you in those cases as to the propriety of granting us the requisite relief, and respectfully ask that you indicate the same in some appropriate manner.

Respectfully,

WILLIAM F. HAM,  
Vice President.

### WASHINGTON RAILWAY AND ELECTRIC COMPANY 14TH AND C STREETS NORTHWEST WASHINGTON, D. C.

September 11, 1918.

Honorable Wm. H. Taft,  
Honorable Frank P. Walsh,  
Joint Chairmen, National War Labor Board,  
Washington, D. C.

Gentlemen:

Supplementing our letter dated the 10th instant, our present scale of wages for conductors and motormen is as follows:

Less than one year of service.....	32c per hour
Second year of service.....	33c per hour
Third year of service.....	34c per hour
Fourth year of service.....	35c per hour
Fifth year and thereafter.....	36c per hour

This scale only became effective on June 21, 1918. Within the year preceding said date there had been three other increases in the wages of conductors and motormen, the scale on July 1, 1917, having been from 24c per hour for the first year of service to 30c per hour after the tenth year.

An estimate of the effect of the wage increase which becomes effective tomorrow, the 12th instant, indicates an increase of \$333,717 over the existing scale, or an increase of \$454,590 per annum over the average which obtained during the year ended June 30, 1918.

The above increases relate only to conductors and motormen. As a result of the increased wage to them there will necessarily be increases in the near future to other classes of employees, in addition to those we have recently found necessary to make.

As to the effect of this wage increase upon our earnings, we wish to say that the petition that we are filing with the Public Utilities Commission of the District of Columbia asking for relief shows that during the first six months of 1918 our operating income, as compared with the first six months of 1914, showed an increase of 24.48 per cent. In the same period operating expenses and taxes increased 42.98 per cent, leaving operating income 8.8 per cent less than it was in 1914. The ratio of operating costs, including taxes, to operating revenue has increased from 63.76 per cent in 1914 to 73.24 per cent in 1918.

We inclose income account of the Washington Railway and Electric Company's System, for the year ended June 30, 1918, from which it will appear that our net income, including dividends on stock of the Potomac Electric Power Company, owned by this company, was \$774,730.02. It will further be seen that the increase of \$454,590 per annum in wages of conductors and motormen will absorb nearly 60 per cent of our net income from all sources, wipe out all dividends on our common stock and make serious inroads upon the dividends upon our preferred stock, which are at the rate of 5 per cent per annum cumulative. Such a condition would absolutely destroy our credit and render it impossible to secure the funds to pay for fifty new cars which we have already ordered and to make other necessary improvements as will be required from time to time.

We think it is manifest that a rate of fare, fixed many years ago, of five cents or six tickets for twenty-five cents, is entirely insufficient to meet the costs of service which cannot be rendered except for war prices.

Respectfully,

WILLIAM F. HAM, Vice President.

Income account of this company referred to in paragraph above is omitted here for lack of space. Same is on file in our office, where it can be seen by any interested persons or committee.